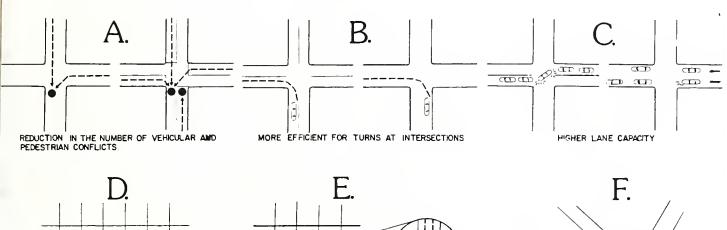
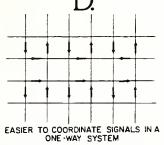
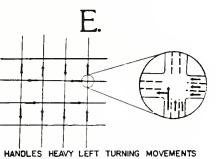
APPENDIX E ONE-WAY STREETS

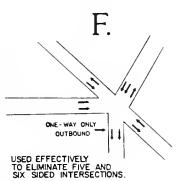
I ADVANTAGES OF THE ONE-WAY SYSTEM





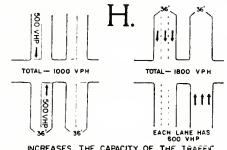
FOR A CONTINUOUS STREET, TRAFFIC SIGNAL COORDINATION IS IMPROVED GREATLY. FOR THE ENTIRE BLOCK SYSTEM IN THE CENTRAL AREA, IF BLOCK SPACING IS REASONABLY UNFORM, IT IS POSSIBLE TO COORDINATE FOR ALL MOVE—MENTS





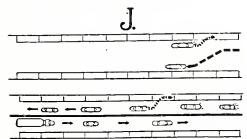


LESS FRICTION FROM OFF-STREET PARKING AREAS, SERVICE STATIONS, EMERGENCY VEHICLES, ETC:

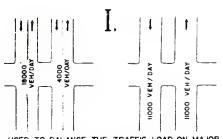


INCREASES THE CAPACITY OF THE TRAFFIC SYSTEM WHERE STREET WIDTHS GIVE AN COOL NUMBER OF LANES.

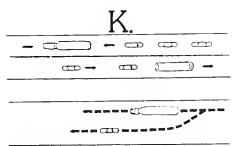
IN GENERAL, NARROWER LANES CAN BE USED A 10 FOOT LANE ON A ONE-WAY STREET WILL HAVE AS MUCH CAPACITY AS 11 OR 12 FOOT LANES ON TWO-WAY STREETS.



ON ONE-WAY STREETS, TRAFFIC CAN MOVE AROUND PARKING OR DELIVERY VEHICLES.



USED TO BALANCE THE TRAFFIC LOAD ON MAJOR RADIAL OR CROSSTOWN STREETS.



ONE-WAY PAIRS PERMIT PASSENGER VEHICLES TO PASS COMMERCIAL VEHICLES.